

(c) Some losses particularly during the initial years of operation are factored-in by airlines in their business plans and are due to high start-up costs. Other reasons indicated by airlines for incurring low profits are high ATF cost, decline in yields due to increased competition etc.

(d) Government has taken several steps to facilitate growth of civil aviation in a sustained manner through restructuring of important metro airports, facilitating construction of private greenfield airports, allowing FDI in airport infrastructure upto 100%, development of important non-metro airports through public private partnership, adopting a liberal bilateral regime with other countries to enhance international operations, offering concessions in airport charges to small aircraft and in parking charges at select airports, reduced taxation on ATF for turboprop aircraft, liberalizing the regulatory regime for employment of foreign pilots/engineers etc. Some of these measures will help in providing connectivity to secondary cities and smaller airports. However, each airline is free to determine its own business plan, routes and tariffs as per its commercial judgement.

Training of pilots on CAT-III System

***87. SHRIMATI SYEDA ANWARA TAIMUR:
SHRI VIJAY J. DARDA:**

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have reviewed the preparedness of different airlines to deploy the required number of pilots trained to navigate jets to thick foggy conditions, during the fast approaching winter season, with the help of CAT-III Instrument Landing System (ILS);

(b) if so, the results thereof;

(c) whether it is a fact that several airlines fall significantly short of the required number of pilots as per the laid down norms;

(d) if so, the details thereof; and

(e) the steps taken to persuade the concerned airlines to employ more trained pilots or reschedule their flights during the poor visibility conditions period ahead to avoid inconvenience to passengers?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (d) Ministry of Civil Aviation has recently reviewed the preparedness of all airlines and Airport operator for low visibility

operations on 9.11.2006. In the domestic sector, only Indian Airlines Ltd. have trained their pilots for CAT-III operations. Airlines-wise status of pilots trained for CAT-II/CAT-III operations is as under:

	CAT II		CAT IIIA		CAT-IIIB	
	P1	P2	P1	P2	P1	P2
Air India	141	139	44	12	36	19
Indian	154	114	39	12	90	31
Jet Airways	84	76	-	-	-	-
Air Sahara	09	04	-	-	-	-

The pilots of new airlines having CAT-II/III approval with previous employer are cleared for such operations after review by the Directorate General of Civil Aviation, of currency of pilot's training and aircraft capability.

(e) Airlines Operators are persuaded on regular basis to train their pilots for ILS CAT-II/III operations. It is also insisted upon Airlines that Instructor/Examiner should be CAT II/III approved so that they, in turn, can train maximum number of pilots for CAT-II/III operations. The Director General of Civil Aviation (DGCA) has issued new guidelines on 21.11.2006 for aircraft operations during low visibility conditions and has drawn up the schedule of airlines during the low visibility period taking into consideration the number of CAT-II/III trained pilots available with the airlines.

Protection of ASI monuments and museums

*88. SHRI SANJAY RAUT:
SHRI AJAY MAROO:

Will the Minister of CULTURE be pleased to state:

(a) whether it is a fact that the Ajanta, which is among the first examples of early Buddhists architecture pertaining to 2nd century BC, is now facing problem of seepage;

(b) if so, what is the number of caves which are under threat of water seepage;

(c) the details of the steps taken or proposed to be taken by Government to protect this world heritage site;